BANFF TRAIL/ MOTEL VILLAGE

Area Redevelopment Plan

June 1986

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

PUBLISHING INFORMATION

TITLE:	BANFF TRAIL/MOTEL VILLAGE AREA REDEVELOPMENT PLAN
AUTHOR:	CITY & COMMUNITY PLANNING DIVISION
STATUS:	APPROVED BY CITY COUNCIL ON JUNE 16, 1986
PRINTING DATE:	DECEMBER, 1986
ADDITIONAL COPIES:	THE CITY OF CALGARY PLANNING INFORMATION CENTRE P.O. BOX 2100, STATION 'M' CALGARY, ALBERTA T2P 2M5 (403) 268-5333

BANFF TRAIL/MOTEL VILLAGE AREA REDEVELOPMENT PLAN

TABLE OF CONTENTS

		PAGE
EXECUTIVE SUMMARY		1
PREFACE		3
1. INTRODUCTION		5
1.1 Study Boundaries		5
1.2 Goals		5
2. BANFF TRAIL - LAND USE AND DEVELOPMENT		6
2.1 Residential Land Use		6
2.1.1	Objectives	6
2.1.2	Context	6
2.1.3	Policy	9
2.1.4	Implementation	11
2.2 Commercial Land Use		17
2.2.1	Objectives	17
2.2.2	Context	17
2.2.3	Policy	17
2.2.4	Implementation	18
2.3 Open Space, Community and School Facilities		21
2.3.1	Objectives	21
2.3.2	Context	21
2.3.3	Policy	23
2.3.4	Implementation	25
3. MOTEL VILLAGE - LAND USE AND DEVELOPMENT		28
3.1 Objectives		28
3.2 Context		28
3.3 Policy		29
3.4 Implementation		30
4. CIRCULATION SYSTEMS		35
4.1 Objectives		35
4.2 Context		35
4.3 Policy		36
5. FINANCING IMPROVEMENTS		44
6. IMPLEMENTATION		45
6.1 Plan Monitoring and Review		45
6.2 Impact Monitoring and Action Programs		45
6.3 Public Involvement		45

LIST OF FIGURES

FIGURES		PAGE
1.	Location of Study Area.....	4
2.	Summary of Plan Strategy.....	7
3.	Land Use Plan.....	8
4.	Land Use Designations.....	10
5.	Community Character.....	12
6.	Reference Map for Numbered Sites in Banff Trail.....	13
7.	School Distribution.....	22
8.	Open Space.....	24
9.	Reference Map for Numbered Sites in Motel Village.....	31
10.	Building Interface Treatment Fronting Onto Banff Trail N.W.....	33
11.	Transportation Network.....	37
12.	Motel Village Circulation Pattern..	39
13.	Planning and Implementation Processes.....	45

Executive Summary

BANFF TRAIL LAND USE AND DEVELOPMENT

o Residential Land Use

The existing residential land use designations in Banff Trail will be retained and reaffirmed to reflect the "Conservation Policy" as stated in the Inner City Plan, approved by City Council. The residential land policies are designed to ensure the continued stability of the community. Also, in recognition of the residents' aspiration to maintain the existing low density residential character, expansion of existing multi-dwelling residential sites within Banff Trail is strongly discouraged.

Preservation and rehabilitation of existing sound housing stock as well as construction of compatible infill housing are encouraged to support continued rejuvenation of the neighbourhood.

o Commercial Land Use

The existing local commercial designations within the community will be retained. Further commercial expansion into the existing residential area is strongly discouraged. Physical upgrading of existing shopping areas is encouraged to improve their vitality and image within the community.

The allowable height of the commercial district along 16 Avenue N.W. is reduced from 46 to 23 metres but retains the maximum density provision of F.A.R. 3. The site located on the north side of 16th Avenue lying between 18th and 19th Streets N.W. has been placed under Policy Review.

o Open Space, Community and School Facilities

The existing City-owned open space and community related facilities will be retained and improved, where appropriate. A "Needs and Preference Study" will be undertaken to identify the recreational, cultural and social needs of the residents. Re-use of the William Aberhart School site for open space purposes is recommended, if the site is declared surplus in the future by the Calgary School Board of Education for educational purposes.

MOTEL VILLAGE LAND USE AND DEVELOPMENT

The land use policy recognizes the changing market conditions facing the existing businesses and the new opportunities provided by the establishment of the LRT facility. The existing C-6 land use designation is, therefore, replaced by C-2(12) and D.C. designations with development guidelines to facilitate the creation of a unique, viable and attractive multi-use centre which complements the existing tourist oriented uses in Motel Village. The Plan supports a wide variety of retail, office, service commercial, recreational and residential uses in the area. The development guidelines are intended to ensure that new development would contribute to the image of the area as well as provide a compatible transition between Motel Village and the community of Banff Trail.

CIRCULATION SYSTEMS

The intent of the policies is to ensure an efficient and safe transportation system and to protect the quiet residential quality of Banff Trail. New developments shall respect the capacity of the transportation network. Efforts shall be made to protect the community from potential adverse socio-economic and environmental impacts related to upgrading of major transportation facilities in the area. The Transportation Department will work very closely with local residents to address the existing and potential traffic-related problems generated by the surrounding public and private facilities (e.g. Stadium, University, LRT, etc.). In particular, any traffic related issues arising from the operation of the LRT system shall be dealt with expeditiously by the Transportation Department in consultation with the affected residents. Increased enforcement of traffic by-laws in the study area is required to improve the effectiveness of the existing Residential Parking Zone.

FINANCING IMPROVEMENTS

Funding of the physical improvements and programs shall be coordinated by the various responsible civic departments. Local Improvement By-laws are recommended to upgrade improvements directly benefitting the abutting properties. Utilization of other government or private sponsored programs/grants are promoted. These programs may include the Federal Government's Residential Rehabilitation Assistance Program (R.R.A.P.), Provincial Government's Community Recreation/Cultural Grant and the City's Adopt-a-Park programs.

IMPLEMENTATION

Plan monitoring and review in the implementation phase of the Area Redevelopment Plan processes are emphasized in order to keep the Plan up-to-date and to be responsive to the changing needs, desires and conditions of the study area. The Plan should be evaluated within five years of its approval.

A program of monitoring and evaluating the socio-economic and environmental changes resulting from the construction and operation of the LRT facility in the study area is being undertaken as part of the "Northwest LRT Impact Monitoring Study" recently authorized by City Council. Appropriate preventive and/or ameliorative action programs will be devised and implemented as need arises to minimize any adverse impacts on the Banff Trail/Motel Village community area.

In order to ensure that future plan reviews and implementation programs continue to reflect the interests and needs of area residents, businesses and property owners, citizen participation must remain an integral element of the comprehensive A.R.P. planning and implementation processes.

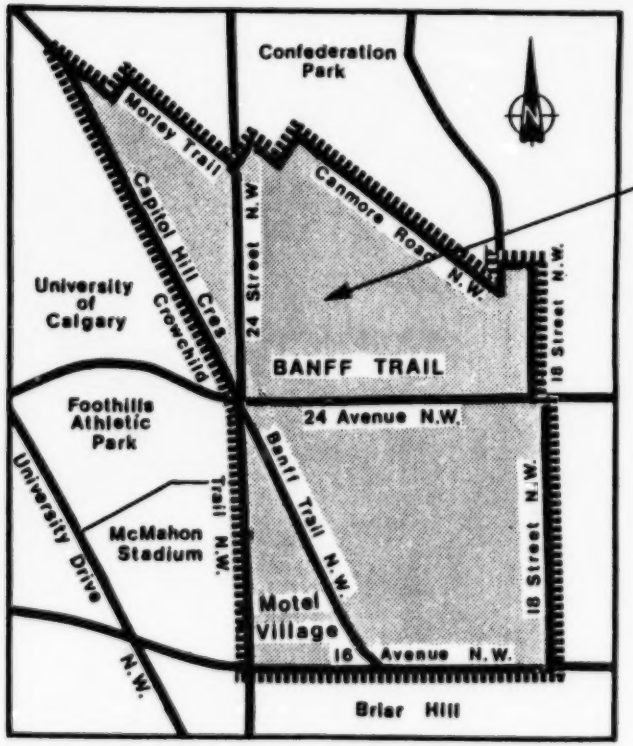
Preface

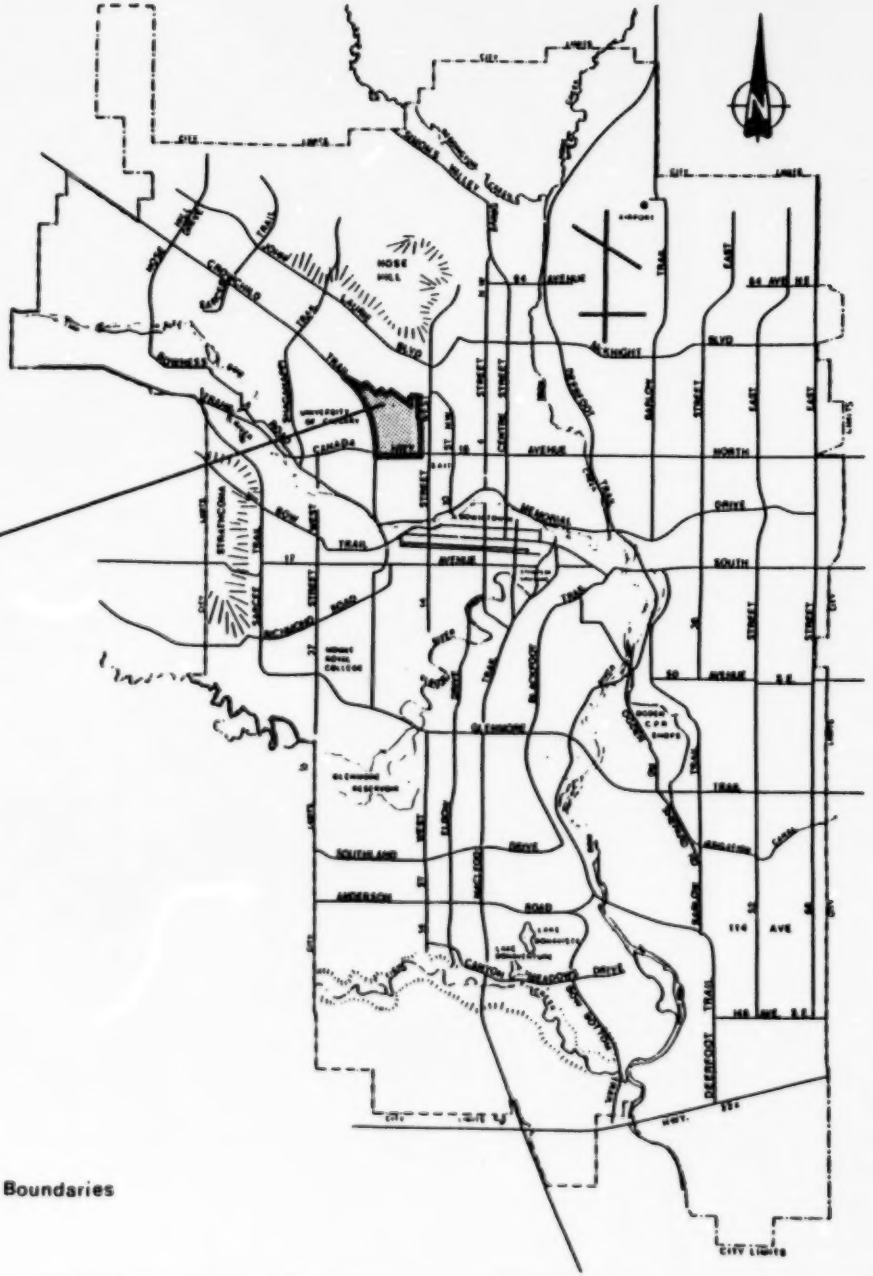
Area Redevelopment Plans (A.R.P.'s) are planning documents, adopted by By-law, which set out a comprehensive program of land use policies and other planning proposals that help to determine and guide the future of individual communities within the City. As such, an A.R.P. is intended to supplement the Calgary Land Use By-law (2P80) by providing a local policy context and, where appropriate, specific land use and development guidelines, on which the Approving Authority can base its judgement when deciding on community planning-related proposals. While districts and their accompanying rules under the Land Use By-law apply uniformly throughout the City, an A.R.P. provides a community perspective to both the existing land use districts and to proposed redesignations of specific sites within a community.

The expected planning horizon of the Banff Trail/ Motel Village Area Redevelopment Plan is five to fifteen years. This may vary in relation to the general growth trends within the City or to certain specific trends in the planning area. It is important, therefore, that an evaluation to judge the Plan's effectiveness in meeting its objectives be undertaken within approximately five years of its approval.

Figure 1

TITLE
LOCATION OF STUDY AREA





▪▪▪▪▪▪▪▪ Study Boundaries

1. Introduction

1.1 STUDY BOUNDARIES

The boundaries of the Banff Trail/Motel Village Area Redevelopment Plan are illustrated in Figure 1 (Page 4) and are summarized as follows:

- North: Morley Trail, Canmore Road N.W.
- West: Crowchild Trail N.W.
- South: 16 Avenue N.W.
- East: 18 Street N.W.

The Area Redevelopment Plan is comprised of the community of Banff Trail and the commercial area of Motel Village. The study area covers a total area of approximately 139 hectares (351 acres).

1.2 GOALS

The goals of the Banff Trail/Motel Village Area Redevelopment Plan are:

a) To establish a policy framework in directing and managing change and growth;

b) To create and maintain land use and community stability;

c) To determine any required measures to mitigate potential adverse LRT related impacts;

d) To optimize the recreation and open space resources available in the community;

e) To minimize incompatibility of land use and to ensure a compatible building transition between Motel Village and the community of Banff Trail;

f) To promote revitalization and viability of the Motel Village area;

g) To encourage LRT supportive land uses in the Motel Village area where appropriate;

h) To resolve local planning issues/concerns identified through the public participation and planning process; and

i) To implement planning policies of the Calgary General Municipal Plan and other relevant Council policies pertaining to the study area.

2. Banff Trail - Land Use & Development

2.1 RESIDENTIAL LAND USE

2.1.1 Objectives

a) To create and maintain stability within the community.

b) To ensure the continued viability of Banff Trail as a desirable neighbourhood by preserving the existing character and quality of the area while permitting compatible infill development.

c) To ensure the availability of a variety of housing types within the community.

2.1.2 Context*

Banff Trail, developed in the 1950's, is a well-preserved, low density residential neighbourhood with a significant amount of mature vegetation. Major housing characteristics include the following:

*For background information related to land use characteristics, community profile and major planning issues in the study area, refer to report entitled "Motel Village/Banff Trail ARP - Northwest LRT Alignment Evaluation Study, Appendix 1 - Background Information", City of Calgary, October, 1984.

a) Low Density Residential and Infill Development

Banff Trail is characterized by one-storey single-family bungalows, low profile semi-attached houses and duplexes on 15 metres (50 foot) lots. There is a sense of order and attractiveness of the streetscape provided by consistent building height, setback, individual front entry to dwelling units and well maintained front yards with attractive landscaping.

Due to the community's close proximity to the City's major institutions, such as the University of Calgary, the Southern Alberta Institute of Technology and the Foothills Hospital, a number of the single-detached houses have been converted into rental units through the addition of suites. This is quite common in the neighbourhood.

Renovation to existing homes is also very evident in the community. In general, the housing stock is well maintained and in sound physical condition.

Recent new infill developments in the area have been mainly in the form of new single-family houses on 15 metre (50 foot) lots or 7.5 metres (25 foot) lots.

b) Apartment Development

There are a few pockets of small walk-up apartment developments and undeveloped

Figure 2

TITLE
SUMMARY OF PLAN STRATEGY

Low Density Residential

- Retain existing land use designations.
- Promote stability.
- Maintain and improve existing low density (R-1, R-2) residential character.
- Encourage residential preservation and rehabilitation.
- Encourage compatible infill developments (R-1/R-2).

Medium Density Residential

- Retain existing medium density, low profile apartment projects.
- Encourage compatible multi-residential developments in existing underdeveloped RM-4 sites.
- Discourage multi-residential expansion into low density areas.

Open Space, Community & School Facilities

- Optimize existing schools, community hall, and open space facilities for community-oriented activities.
- Retain and improve the existing open space and park areas, where appropriate.
- Reuse William Aberhart School site/facility for community related uses and/or open space purposes, if site is declared surplus in future by School Board.
- Conduct a "Needs & Preference Study" to identify residents' social, recreational and cultural needs.

Local Commercial

- Consolidate and upgrade local commercial nodes.
- Discourage commercial expansion into residential areas.
- Encourage compatible commercial infill.

Mixed Use - (Commercial/Residential)

- Encourage compatible medium density mixed uses.
- Promote L.R.T. supportive uses.
- Promote revitalization of the Hotel Village area.
- Encourage compatible building transition between Hotel Village and Banff Trail.

General Commercial

- Retain existing commercial areas.
- Discourage commercial expansion into residential areas.
- Encourage compatible building transition between commercial and residential uses.

LEGEND

- LOW DENSITY RESIDENTIAL (CONSERVATION & INFILL)
- MEDIUM DENSITY RESIDENTIAL
- MEDIUM DENSITY, MIXED-USE (COMMERCIAL/RESIDENTIAL)
- LOCAL COMMERCIAL
- GENERAL COMMERCIAL
- OPEN SPACE, PARK, SCHOOL OR COMMUNITY FACILITY
- S SCHOOL SITE
- CHURCH
- FIRE HALL
- COMMUNITY HALL
- COMMUNITY BOUNDARIES
- STUDY AREA BOUNDARIES

DATE
January 1986

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1000' 2000'
0 305m 610m

Figure 3

TITLE

LAND USE PLAN

LEGEND

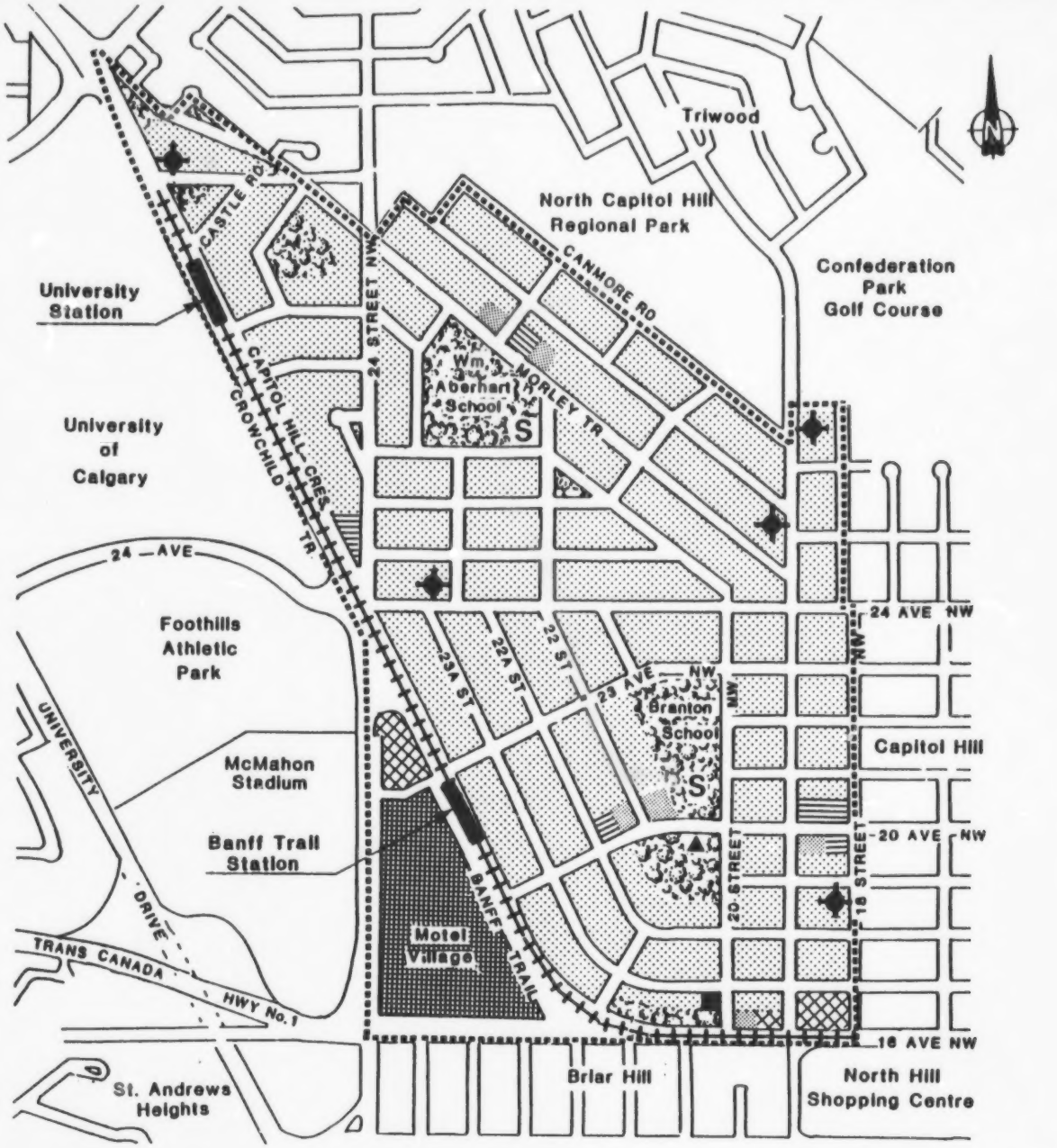
- LOW DENSITY RESIDENTIAL (CONSERVATION & INFILL)
- MEDIUM DENSITY RESIDENTIAL
- MEDIUM DENSITY, MIXED-USE (COMMERCIAL/RESIDENTIAL)
- LOCAL COMMERCIAL
- GENERAL COMMERCIAL
- OPEN SPACE, PARK, SCHOOL OR COMMUNITY FACILITY
- S SCHOOL SITE
- CHURCH
- FIRE HALL
- COMMUNITY HALL
- LRT ALIGNMENT & STATION
- STUDY AREA BOUNDARIES

DATE

January 1986

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 500' 1000'
0 152m 304m



apartment sites located close to the local open space or commercial nodes. The existing apartment projects and undeveloped medium density apartment sites are considered important in providing a variety of housing opportunities within the community.

In recent years the community has experienced a certain amount of instability. Redevelopment proposals in Motel Village, traffic related problems caused by the presence of several large City-wide facilities adjacent to Banff Trail (i.e. McMahon Stadium, University of Calgary, Foothills Athletic Park), different perceptions of development opportunities associated with the L.R.T. and other transportation related changes have, to a large extent, contributed to this instability.

2.1.3 Policy

Two major residential land use policy areas identified in Figures 2 and 3 (Pages 7 and 8) are proposed:

a) Low density residential conservation and infill development.

b) Medium density residential.

2.1.3.1 The traditional function of Banff Trail as a stable low density family-oriented neigbourhood is reaffirmed.

2.1.3.2 A low density residential conservation and infill development policy shall be applied to the existing residential areas. The current "R-1" and "R-2" land use designations will be retained (Sites 1-2, Figure 6, Page 13). The intent is to maintain the community and land use stability while allowing for compatible conversion and new infill redevelopment to ensure the continued renewal of the community.

2.1.3.3 A medium density multi-dwelling residential land use policy shall be applied to the existing RM-4 and RM-5 sites (Sites 3 - 4, Figure 6, Page 13) in the community. The intent of this policy is to accommodate existing development in the area and to provide for additional multi-family development on those sites already designated for this purpose.

2.1.3.4 New infill projects, particularly those on narrow lots (7.5 metres), should respect the streetscape features and should be of an architectural design that reflects the community character.

2.1.3.5 In order to maintain the existing neighbourhood character and community stability, expansion of the existing medium density residential areas and/or the redesignation of existing low density residential sites to higher densities are strongly discouraged.

2.1.3.6 Renovation and rehabilitation of existing housing stock is encouraged.

Figure 4

TITLE
LAND USE DESIGNATIONS

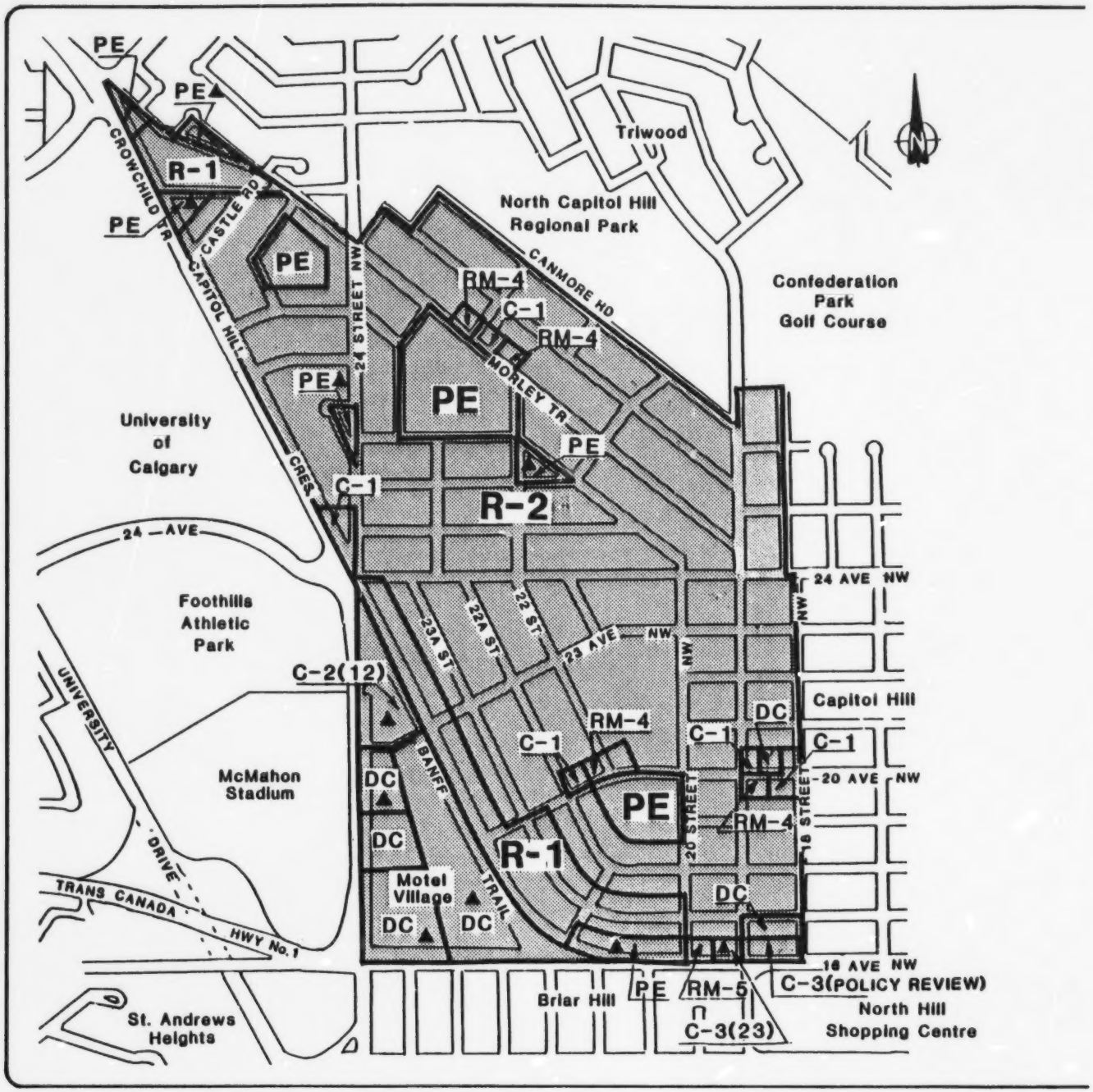
LEGEND

R-1	RESIDENTIAL SINGLE-DETACHED
R-2	RESIDENTIAL LOW DENSITY
RM-4	RESIDENTIAL MEDIUM DENSITY MULTI-DWELLING
RM-5	RESIDENTIAL MEDIUM DENSITY MULTI-DWELLING
C-1	LOCAL COMMERCIAL
C-2(12) C-3(23)	GENERAL COMMERCIAL
DC	DIRECT CONTROL
PE	PUBLIC PARK, SCHOOL AND RECREATION
▲	REDESIGNATION REQUIRED
	STUDY AREA

DATE
January 1986

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 500' 1000'
0 152m 305m



2.1.4 Implementation

To implement the residential land use policies the following immediate and long term actions are required:

2.1.4.1 The City reaffirms the current land use designations of the existing low and medium density residential areas to ensure the stability and rejuvenation of the neighbourhood.

2.1.4.2 After adoption of the Motel Village/Banff Trail Area Redevelopment Plan, in consultation with the community and other civic departments, the Engineering and the Planning & Building Departments should review the community's local improvement needs, e.g. sidewalk/roadway resurfacing, installation of lighting etc. and, where appropriate, recommend actions to improve the physical quality of the area. Any improvements would be funded by Local Improvement By-laws.

2.1.4.3 In consultation with the community, the City will continue to explore and negotiate with other senior levels of government to fund programs which would encourage the rehabilitation of existing sound housing stock to ensure the continued rejuvenation of the community. In addition, Banff Trail should be placed on the list for designation as a Residential Rehabilitation Assistance Program Area (R.R.A.P.) when additional R.R.A.P. funding becomes available.

2.1.4.4 Having regard to the significant number of senior citizens living in Banff Trail, the Social Service Department should investigate the need of providing senior citizen housing within the community.

2.1.4.5 The Minimum Maintenance Standards By-law (20M80), which prescribes the minimum standards relating to the state of repair and maintenance of residential and non-residential buildings in the City, will continue to be enforced by the Planning & Building Department on a complaints basis.

2.1.4.6 Utility upgrading and other public improvements may be required as redevelopment occurs and the costs associated with such shall be the responsibility of the developer.

2.1.4.7 Future development shall address the site specific development requirements and guidelines. The Approving Authority in reviewing the merits of discretionary development applications may also base its decisions on the applicable transportation requirements set out in Section 4.3, (Page 36) and the development guidelines set out in the following Table.

Figure 5

TITLE
COMMUNITY CHARACTER

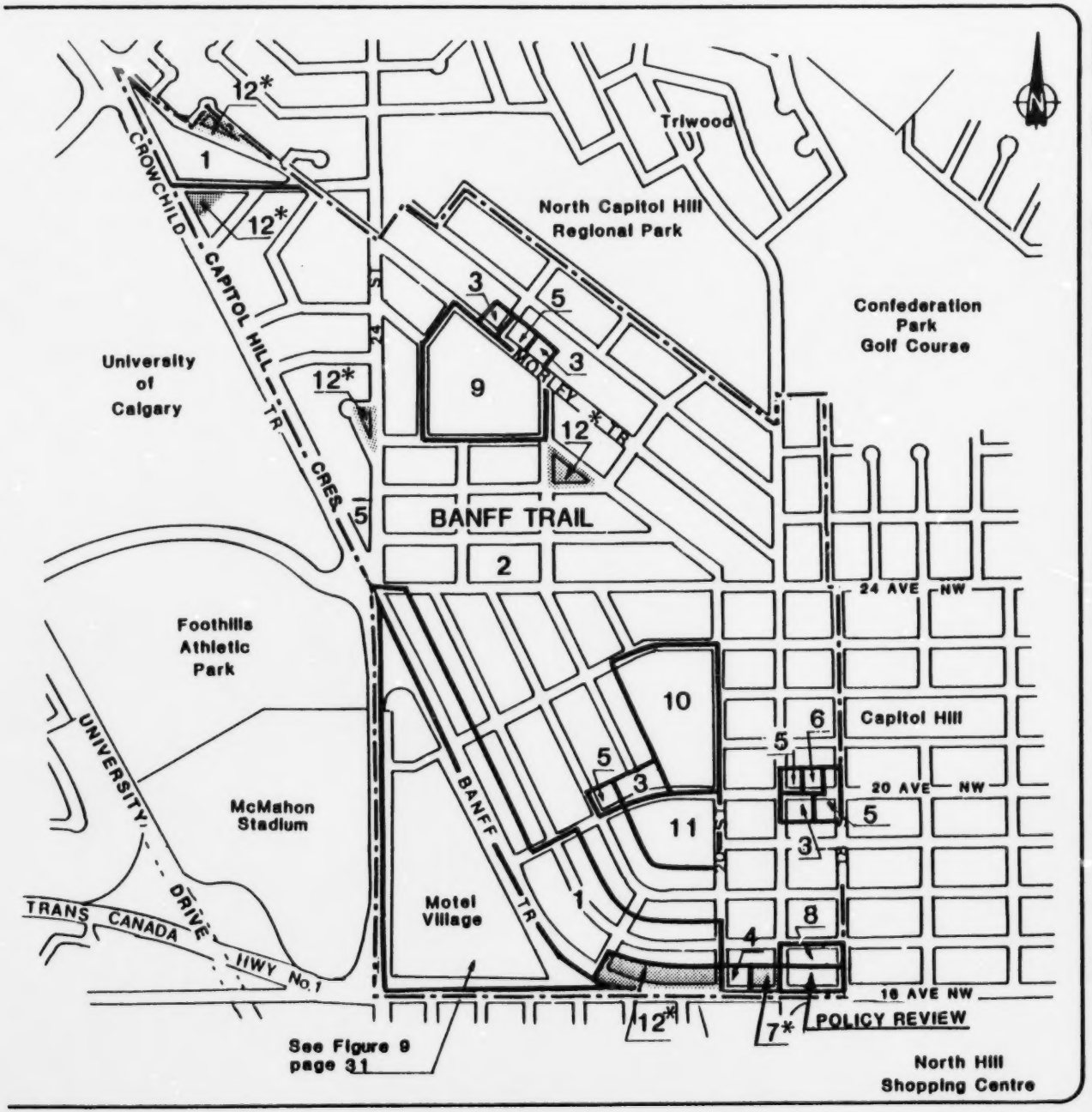


Figure 6

TITLE REFERENCE MAP FOR NUMBERED SITES IN BANFF TRAIL

LEGEND

For recommended land use policies, development guidelines and required implementation actions, refer to the following:

- Low Density Residential: Sites 1-2, Page 14
- Medium Density Residential: Sites 3-4, Pages 14-16
- Local Commercial: Sites 5-6, Page 19
- General Commercial: Sites 7-8, Page 20
- Open Space, Community & School Facilities: Sites 9-12, Pages 26-27

Redesignation process required.

DATE
January 1986

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1000'
0 305m

* SITE	EXISTING L.U. DESIGNATION	RECOMMENDED LAND USE POLICY	RECOMMENDED DENSITY	DEVELOPMENT GUIDELINES	ACTION REQUIRED
1.	R-1	• R-1 • Low density residential, rehabilitation, conservation, single-detached housing.	• Minimum lot area = 370 sq.m. (4000 sq.ft.) • Minimum lot width = 12 m. (40 ft.)	• R-1 - low density residential land use district guidelines.	• No redesignations required.
2.	R-2	• R-2 • Low density residential, rehabilitation, conservation. • Infill development, residential conversion up to a maximum of two units. • Housing category includes single-family, duplex, semi-detached or converted structures (converting existing single-detached dwelling into two units).	• Single-detached infill units: Minimum lot area = 233 sq.m. (2500 sq.ft.) • Duplex and semi-detached units: minimum lot area = 466 sq.m. (5000 sq.ft.)	• R-2 low density residential land use guidelines. • To demonstrate compatibility of new infill projects with surrounding housing, both in scale and character, the following guidelines are to be considered: i) front yard setback similar to adjacent properties; ii) preserve mature vegetation and encourage landscaping treatments which enhance the streetscape; iii) scale, massing (shape), height, compatible with surrounding properties; iv) wall-face, roofline orientation, building material and building details (e.g. windows, entries, etc.) reflective of community character; v) front building entry; vi) parking and vehicular access from laneway.	• No redesignations required.

*See Figure 6, Page 13 for site locations.

* SITE	EXISTING L.U. DESIGNATION	RECOMMENDED LAND USE POLICY	RECOMMENDED DENSITY	DEVELOPMENT GUIDELINES	ACTION REQUIRED
3.	RM-4	• RM-4. • Medium density residential. • Rehabilitation and redevelopment. • Housing category may include single-detached dwellings, semi-attached dwellings, townhouses, stacked townhouses, apartments.	• 148 units/ha. (60 units/ac.)	• RM-4 medium density residential land use guidelines and the following guidelines are to be considered: i) provision of a landscaping plan that: - reflects the streetscape and retains the existing mature vegetation wherever possible; - indicates front yards as landscaped space or amenity areas and not for parking purposes; - utilizes trees, shrubs and fences etc. to screen surface parking and private amenity areas. ii) provision of a building design that: - has a scale and height that would not adversely affect adjacent conservation and infill developments, and which would allow adequate sunlight penetration and minimize shadow impact to adjacent developments; - contains building finishing materials, colour, design details, facade articulations, and roofline orientation and treatment which respect the character of adjacent buildings; - ensures enclosure or adequate screening of mechanical ventilating and plant equipment. iii) a variety of housing types and bedroom size variations; iv) underground parking wherever possible; v) provision of .15 visitor parking space per dwelling unit in addition to the minimum parking requirements of the Land Use By-law for different dwelling types;	• Existing land use designations to be retained. • City will ensure that the vacant and under-developed sites be properly maintained until redevelopment takes place in accordance with the Minimum Maintenance Standards By-law (20M80) and other appropriate by-laws.

* SITE	EXISTING L.U. DESIGNATION	RECOMMENDED LAND USE POLICY	RECOMMENDED DENSITY	DEVELOPMENT GUIDELINES	ACTION REQUIRED
3.	(cont'd)	(cont'd)	(cont'd)	(cont'd) vi) visitor parking should be easily identified using appropriate signage; vii) access to the parking area should be from the laneway and not from local roads so as to facilitate pedestrian movement.	(cont'd)
4.	RM-5	• RM-5 • Medium density residential. • Housing category may include single-detached dwellings, semi-attached dwellings, townhouses, stacked townhouses, apartments.	• 240 units/ha. (85 units/ac.)	• RM-5 guidelines with development guidelines similar to RM-4 as stated for site 3 above.	• Land use designation to be retained to accommodate existing condominium apartment project.

*See Figure 6, Page 13 for site locations.

2.2 COMMERCIAL LAND USE

2.2.1 Objectives

a) To establish the role and extent of commercial districts within the community of Banff Trail.

b) To maintain and strengthen the existing commercial areas.

c) To ensure new development on existing commercial sites relates to the function and character of the community.

2.2.2 Context

Small low density commercial pockets have been established along 20 Avenue and Morley Trail N.W. which mainly serve the day-to-day needs of the immediate neighbourhood. The typical C-1 developments in the community usually consist of one to two-storey flat roof buildings containing uses such as grocery stores, retail and specialty shops, hardwares, restaurants, take-out food outlets and automobile service facilities, none of which attract large volumes of traffic. In general, most of the existing local shopping areas would require a certain amount of physical and landscaping upgrading to improve the aesthetic appearance of the area.

The "C-3" regional and highway oriented uses including a restaurant and the parking area for a hotel use, are confined to the area adjacent to 16 Avenue N.W. The traffic related problems generated by the existing hotel have been largely resolved with the provision of additional parking space adjacent to the development.

Development guidelines relating to building height, massing and landscaping are provided in the land use policies to ensure a better transition between the residential and commercial uses.

2.2.3 Policy

The areas subject to the local and general commercial land use policies are identified in Figures 2 and 3 (Pages 7 and 8).

2.2.3.1 A local commercial land use policy, intended to accommodate and revitalize the local shopping areas within the community, shall be applied to the existing C-1 sites (Sites 5 Figure 6, Page 13).

2.2.3.2 The existing D.C. site with C-1 guidelines (Site 6, Figure 6, Page 13) shall be retained to accommodate a small scale office commercial development.

2.2.3.3 The general commercial activities under the current land use designations of C-3 and D.C. Districts abutting 16 Avenue N.W. shall be retained. However, the maximum height for the C-3 district should be modified from 46 metres to 23 metres to avoid potential shadowing and to ensure a better

transition in building form to the adjacent low density residential areas.

The site located on the north side of 16th Avenue lying between 18th and 19th Streets N.W. has been placed under Policy Review.

2.2.3.4 New infill development on existing undeveloped commercial sites should have due regard for the character and amenities of adjacent residential uses.

2.2.4 Implementation

To reflect the intent of the commercial land use policies, the following immediate and long term actions are required:

i) The City reaffirms the role and the extent of the existing commercial areas. Commercial expansion shall be discouraged to protect the stability and quality of the community.

ii) Local businesses and property owners are urged to improve their premises through building renovation, facade improvement and/or provision of on-site landscaping.

iii) Utility upgrading and other public improvements may be required as redevelopment occurs and the costs associated with such shall be the responsibility of the developer.

iv) Future development shall address the site specific development requirements and guidelines. The Approving Authority, in reviewing the merits of discretionary development applications, may also base its decisions on the applicable transportation requirements set out in Section 4.3 (Page 36) and the development guidelines set out in the following Table.

* SITE	EXISTING L.U. DESIGNATION	RECOMMENDED LAND USE POLICY	RECOMMENDED DENSITY	DEVELOPMENT GUIDELINES	ACTION REQUIRED
5.	C-1	• C-1 • Low density, local commercial uses	N/A	• C-1 land use guidelines. • To reflect the intent of the land use policies the following site planning and development considerations should be incorporated into new development where possible: a) A building form and orientation which respects the privacy and scale of adjacent low density residential uses; b) Continuous frontage with ground level local oriented commercial uses to encourage pedestrian activity; c) Design features including roof and wall face details, canopies, landscaping, street furniture, etc.; d) Effective landscaping and fencing for all parking and storage areas; e) Access to vehicular and loading areas oriented away from residential laneways; f) Provision of adequate parking facilities to ensure no overspill parking in adjacent residential areas.	• The Community Association in cooperation with the City will send a letter to property owners/businesses to urge them to improve the physical appearance of the shopping areas. • Existing land use designation to be retained.
6.	D.C.	• D.C. • Low density local commercial uses to accommodate an office development.	Existing D.C. density.	• Existing D.C. guidelines.	• D.C. district to be retained.

*See Figure 6, Page 13 for site locations.

* SITE	EXISTING L.U. DESIGNATION	RECOMMENDED LAND USE POLICY	RECOMMENDED DENSITY	DEVELOPMENT GUIDELINES	ACTION REQUIRED
7.	C-3	•C-3(23) •General commercial.	•A maximum of 3 times the site area.	• C-3 land use guidelines. • To reflect the intent of the land use policies, the following site planning and development considerations should be incorporated into new developments: a) A building form and orientation which respects the privacy and scale of development of abutting residential uses; b) Effective landscaping and fencing for all parking and outdoor storage areas; c) Vehicular access or egress to be oriented away from local residential streets; d) Provision of adequate parking facilities to ensure no overspill parking in adjacent residential areas.	Site to be redesignated from C-3 to C-3(23).
8.	D.C.	• D.C. • Direct Control District to accommodate the parking requirements of a hotel use.	N/A	Existing D.C. guidelines.	D.C. district to be retained.

*For site locations, refer to Figure 6 on Page 13.

2.3 OPEN SPACE, COMMUNITY AND SCHOOL FACILITIES

2.3.1 Objectives

a) To ensure that an appropriate level of open space, commensurate with the needs of the community, is maintained.

b) To improve the quality of existing open space areas and to encourage better utilization of available resources within the community.

c) To improve the residents' recreational opportunities through better programming and facility upgrading, wherever feasible.

d) To minimize potential negative impacts on the community if a school is declared surplus in the future by the Calgary Public School Board for educational purposes.

2.3.2 Context

Banff Trail is well served by local parks, open space and school facilities (Figures 7 and 8, Pages 22 and 24). It has a total of 14.9 hectares (36.8 acres) of active and passive open spaces representing a ratio of 4.4 hectares (10.9 acres) of gross open space per 1,000 population. When the non-recreational spaces (e.g. school parking lots) are excluded, the community would have a recreational open space ratio of 2.9 hectares (7.2 acres) per 1,000 population. The community is classified by the Parks/Recreation Department as a prototype 'A' inner city community - a low density community with an adult to child ratio of 80 to 20. The City standard for this type of community is 0.9 to 1.3 hectares (2.2 - 3.2 acres) of functional open space per 1,000 population. Therefore, the current open space, even without the Branton School site, will be adequate to accommodate both the existing and projected population in Banff Trail.

It is important to note that a significant amount of the open space is integrated with the local school system. The schools which serve the residents in the community include William Aberhart Senior High and Branton Junior High schools. Similar to other inner city communities, Banff Trail schools are experiencing declining school enrollments. There are, however, no planned closures at this time or in the near future in the area. Should William Aberhart School be declared surplus in the future by the School Board, the school site will remain as open space. This site is designated "PE" and is deemed to be "reserve land" under the Subdivision Regulation, 1953.

In addition to the local facilities, the area has good access to several major regional recreational, cultural and educational facilities in the City, such as McMahon Stadium, Foothills Athletic Park, North Capitol Hill Park, Confederation Park Golf Course, University of Calgary, S.A.I.T., Alberta College of Art and Jubilee Auditorium.

Residents have expressed the following areas of concern with respect to the open space facilities:

Figure 7

TITLE
SCHOOL DISTRIBUTION

LEGEND

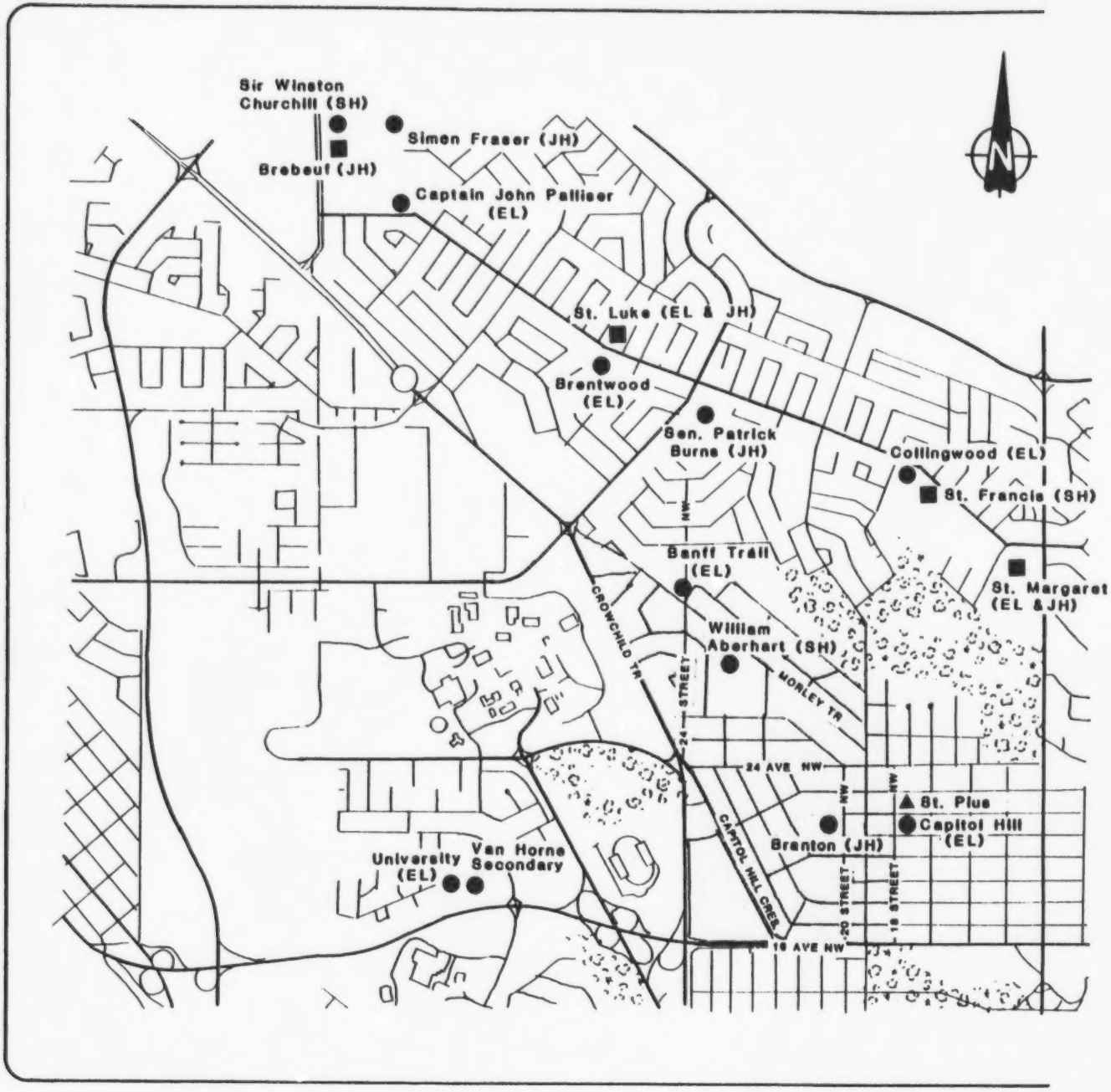
- ■ SEPARATE SCHOOL
- ● PUBLIC SCHOOL
- ▲ SEPARATE SCHOOL CLOSED
- (EL) ELEMENTARY SCHOOL
- (JH) JUNIOR HIGH SCHOOL
- (SH) SENIOR HIGH SCHOOL
- STUDY AREA

Note:
Based on information as of July 1984

DATE
January 1986

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1/4mi 1/2mi
0 400m



a) Some of the local open space is considered deficient in terms of park equipment, landscaping and maintenance.

b) Park facilities and recreational programs/activities do not appear to serve the residents as well as they could in view of the changing demographic characteristics of the community. It is noted that the community is showing an increasing proportion of adults and senior citizens.

c) The Banff Trail Community Association Hall, focal point for community oriented activities, generally lacks adequate facilities and space to serve the local needs.

d) Existing schools are considered important to the overall open space distribution in the community. Future school closures within the community may, therefore, negatively affect the quality of the neighbourhood open space particularly in attracting families with children to the area.

e) Convenient bicycle connections to the L.R.T. stations and the University grounds are considered inadequate within the community.

Other facilities within Banff Trail include the Banff Trail Community Association Hall, Fire Station No. 10, several day care centres and churches of various denominations. Most of the facilities appear to be adequate in serving the local needs. It is noted that Fire Station #10 (1711 - 20 Street N.W.) may be relocated for consolidation with other stations in the future.

2.3.3 Policy

The intent of the policy recommendations is to maintain and enhance the existing open space and recreational facilities in the community, as well to preserve ownership of all city-owned lands suitable for parks and recreational purposes. If Banff Trail is to continue to function as an attractive neighbourhood (especially for families), existing open space and public amenities must be protected.

2.3.3.1 No action is required with respect to improving the supply (amount) of open space within the community.

2.3.3.2 Existing open space under the City's ownership shall be retained and improved, where possible.

2.3.3.3 Use of existing open space and community facilities should be maximized to meet the recreational, cultural and educational needs of the residents.

2.3.3.4 The environmental landscaped buffer, located south of 23 Avenue between the LRT alignment and Capitol Hill Crescent N.W., should be protected and maintained by the Parks/Recreation Department.

Figure 8

TITLE

OPEN SPACE

LEGEND

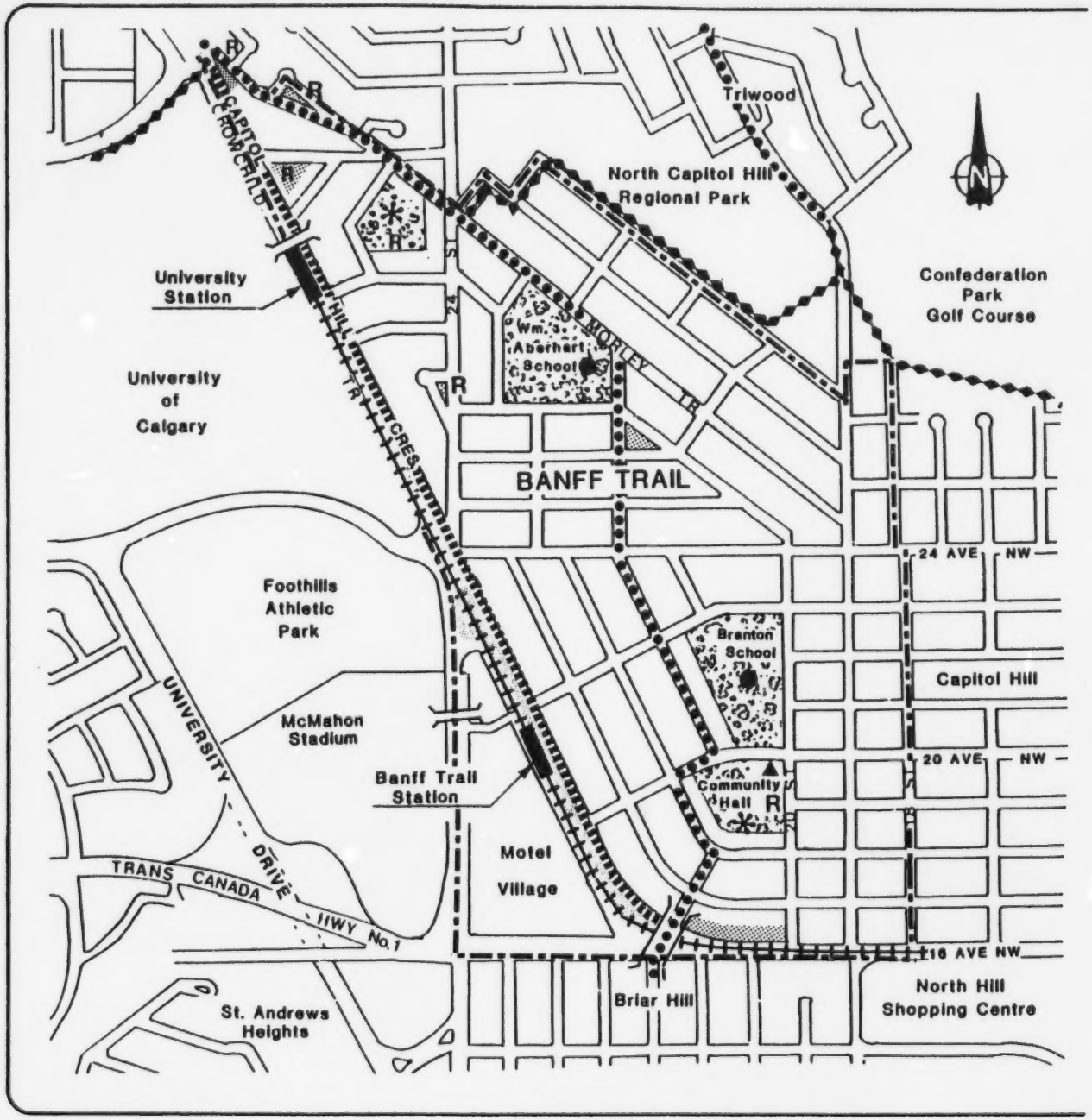
- ACTIVE OPEN SPACE
- PASSIVE OPEN SPACE
- VISUAL BUFFER
- SCHOOL SITES
- R COMMUNITY RESERVE
- OVERPASS
- BIKEWAYS (ON STREET)
- PATHWAYS (OFF STREET)
- PROPOSED BIKEWAY / PATHWAY
- LANDSCAPING/FACILITY IMPROVEMENT
- LRT ALIGNMENT & STATION
- STUDY AREA BOUNDARIES

DATE

January 1986

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 500' 1000'
0 152m 304m



2.3.3.5 The Banff Trail Community Association and the Parks/Recreation Department, in conjunction with the Social Services and the Planning & Building Departments, will undertake a "Needs and Preference Study" in the community after approval of the A.R.P. to identify the residents' social and recreational needs, as well to determine the present status of existing facilities and services available to the community.

2.3.3.6 In light of the City's limited financial resources, the Parks & Recreation Department should encourage joint provisions of recreational facilities and programs between the public, private and volunteer agencies. Community support/self help programs in undertaking improvements and maintaining facilities within the community should actively be promoted.

Programs, such as the City's "Adopt a Park" scheme, would assist in turning the under-utilized open spaces into valuable assets to the community. As well, such activities could foster the community spirit and provide considerable opportunity for social interaction among residents.

2.3.3.7 Implications on local open space distribution as well as potential social and economic impacts on the community, due to loss of school sites, should be reviewed if school closures are proposed in the community.

2.3.3.8 Re-use of the William Aberhart school site/facility for open space and community related activities be undertaken, if the site/facility is declared surplus in the future by the Public School Board for educational purposes.

2.3.3.9 The Parks/Recreation Department with input from other civic departments and the community should review and improve the bicycle/pedestrian system within the community. Priority should be given to the provision of a bikeway/pathway along Capitol Hill Crescent, linking the Briar Hill community to the L.R.T. stations and the University grounds, to facilitate and funnel non-vehicular access to and from the desired destination points in the area.

2.3.3.10 Should Fire Station #10 (1711 - 20 Street N.W.) be relocated, alternative community uses, including provision of senior citizen housing and consolidating the site with the adjacent open space along 16 Avenue N.W. should be investigated.

2.3.4 Implementation

To implement the policies related to the open space, community and school facilities, a summary of required immediate and long term actions for the individual sites is provided in the following Table.

	* SITE	EXISTING L.U. DESIGNATION	RECOMMENDED LAND USE POLICY	COMMENTS/ACTION REQUIRED
9.	William Aberhart Senior High School	PE	• PE • For open space, recreation or school uses.	• The site is deemed to be "Reserve" under the Subdivision Regulation, 1953. • The "Retrofit Program" as established by the Joint Use Agreement will be conducted in conjunction with the overall program undertaken for all the joint use sites in the City. This program will involve designating the school envelopes as School Reserve (S.R.) and the remaining area used for open space and playfields, as Municipal School Reserve (M.S.R.). • Should William Aberhart school be declared surplus in the future to the needs of the Calgary Public School Board of Education, the Board shall initiate a transfer of legal title of the Reserve Land to the City and a redesignation of the Reserve Land to Municipal Reserve (M.R.), pursuant to Section 4.6 of the Joint Use Agreement.
10.	Branton Junior High School	R-2	• R-2 • For parks, schools and/or low density residential infill.	• The site is owned by the Calgary Public School Board and has no "Community Reserve" status. No closure is anticipatd in the near future. • The site is not required by the Parks/Recreation Department to meet the City's open space standards. • Should the site be declared surplus to the School Board's needs in the future, the City should consult the School Board to examine opportunities for redesigning the entire open space, comprising the school site and the adjacent community hall lands.

*See Figure 6, Page 13 for site locations.

	* SITE	EXISTING L.U. DESIGNATION	RECOMMENDED LAND USE POLICY	COMMENTS/ACTION REQUIRED
11.	Community Association Hall Site	PE	• PE • For open space and recreation uses.	• "Community Reserve" and P.E. designation to be retained. • The Parks/Recreation Department to assist the community in reviewing the space adequacy and physical conditions of the community association building as well as the usage and improvements on the balance of the site. • The Parks/Recreation Department to assist the community to implement any required action including rehabilitation, addition of new facilities or rebuilding of the existing hall, through appropriate community sponsored programs and/or government assisted programs (e.g. Community Recreation/Cultural grant programs). • The "Needs and Preference Study" will assist the City in identifying the special recreational needs and the required park improvements in the area.
12.	All other open space sites (Figures 6 and 8)	R-2, PE	• For open space and recreation only.	• Current "Community Reserve" and "PE" status to be retained for sites having "PE" and "Reserve" designations. • For those sites having R-2 designations, redesignation from "R-2" to "PE" is required. • The "Needs and Preference Study" will assist the City in identifying the special recreational needs and the required park improvements in the area.

*See Figure 6, Page 13 for individual site locations.

3. Motel Village - Land Use & Development

3.1 Objectives

a) To provide a development strategy within which both the public and the private sectors can contribute to the creation of an attractive, vibrant and functional mixed-use node in the Motel Village area.

b) To improve the viability of the Motel Village area by encouraging other compatible uses that would complement the existing tourist oriented activities.

c) To improve the image and physical environment of Motel Village.

d) To ensure that new development would contribute to the quality of the area and to the effectiveness of the L.R.T. system.

e) To ensure that new development would not cause undue negative impact on surrounding residential uses.

3.2 Context

Motel Village, comprising an area of approximately 9.3 hectares (23 acres), is located at the intersection of two major thoroughfares - 16 Avenue and Crowchild Trail N.W. This triangular area was originally subdivided in 1951 by City Council for motel uses to serve tourists and the motoring public. Today, the traditional motel/hotel function is still the predominant use in the area. Currently, there are twelve motel/hotels in the area consisting of approximately 836 units with the majority of businesses being owner-operated. Other ancillary uses complementing the motel/hotel uses are restaurants and entertainment activities.

In recent years, the viability of the Motel Village concept has been under question. The area is facing increasing pressure to change due to aging and obsolescence of some of the motels, changing market conditions and new opportunities offered by the arrival of the Northwest Light Rail Transit in the area. The trend to diversify the tourist function to other uses, particularly office use, is evident with City Council's approval of a twin-tower office complex in 1982 and the number of development proposals in the area.

With the current "C-6" designation, it is becoming increasingly difficult to achieve the above stated objectives (Section 3.1). In particular, the Highway Commercial District (C-6) would tend to:

a) Foster auto and industrial oriented uses.

b) Discourage the establishment of a more diversified mixed-use node with commercial and residential activities.

c) Discourage innovative projects as the C-6 rules do not provide sufficient flexibility for innovative building designs.

In addition to the issue of Highway Commercial (C-6) land use designation, there are other areas

of concern such as potential over-development in the area which may generate traffic congestion in the surrounding roadway network and cause excessive overspill on-street parking in Banff Trail. It is noted that the development potential of Motel Village is much constrained by the limited transportation capacity of the abutting road networks. The area can currently accommodate an addition of approximately 55,740 square metres (600,000 sq.ft.) of office space. With the various planned road improvements outlined in Section 4, the area is capable of accommodating a total of 111,480 - 157,930 square metres (1.2 - 1.7 million sq.ft.) of new office development. In addition to the traffic concerns, the interface treatment between Motel Village and the neighbouring low density residential (R-1) area is also considered as an important issue.

It should be noted that in February, 1979, City Council approved a policy which put a "freeze" on any development on the triangular parcel of land between Banff Trail and Crowchild Trail N.W., north of 23rd Avenue, due to uncertainty of the location of the L.R.T. alignment.

3.3 Policy

3.3.1 A general commercial land use using the C-2(12) land use designation shall be applied to the triangular parcel north of 23rd Avenue N.W. (Site 1, Figure 9, Page 31). The intent is to accommodate the newly renovated restaurant and the automobile dealership currently under construction.

3.3.2 The existing "DC" designation (Site 2, Figure 9, Page 31) approved by City Council to accommodate a twin-office tower complex, will be retained.

3.3.3 A mixed-use (commercial/residential) land use policy using "DC" with C-3 guidelines shall be applied to the existing "C-6" sites south of 23rd Avenue N.W. (Sites 3, 4 and 5, Figure 9, Page 31). The intent is to enhance the land use and development opportunity and to facilitate the creation of an attractive, vibrant and functional activity node in the Motel Village area, while respecting the quiet low density residential quality of the abutting community.

3.3.4 The Transportation Department will continue to review future development proposals in the area to determine potential traffic and parking impacts and to regularly assess the appropriate levels of development in the Motel Village area. Major development proposals should be accompanied by a detailed traffic impact study conducted by the developer.

3.3.5 Based upon technical analysis, the Transportation Department will make recommendations to the Calgary Planning Commission with respect to the improvements necessary to ensure a safe and efficient traffic flow in the area.

The developer may be required to contribute towards the necessary improvement costs so as to meet the road and access requirements of the proposed development.

3.3.6 The Planning & Building Department should assist the businesses in Motel Village to investigate the feasibility of establishing Motel Village as a Business Revitalization Zone (BRZ). This would be a useful vehicle to promote the identity, vitality and economical revitalization of the area.

3.3.7 The 1979 Development Freeze Policy on the area, north of 23 Avenue, should be lifted as the LRT alignment location has been determined and the route is currently under construction.

3.3.8 Utility upgrading may be required as redevelopment occurs and the costs associated with such shall be the responsibility of the developer.

3.4 Implementation

3.4.1 To reflect the mixed-use (commercial/residential) land use policy in the Motel Village area, the following guidelines should be considered by the Approving Authority in reviewing discretionary development applications.

a) Land Use

A wide variety of retail, office, entertainment, hotel/motel, personal service and residential uses, as allowed under the permitted and discretionary uses of the General Commercial District "C-3", should be encouraged with the exclusion of auto and industrial oriented uses, in order to foster the pedestrian orientation of the L.R.T. facility in Motel Village. Examples of excluded uses include auto body and paint shops, automotive sales and rental outlets, automobile services and funeral homes.

b) Density

At present, the development potential of Motel Village is severely constrained by transportation considerations as noted in Section 3.2. Consequently, the density as set out below, should be respected:

- For mixed use (commercial/residential) development: a maximum F.A.R. 3 with the commercial (retail/service) component not exceeding a maximum F.A.R. 2.
- For single-use commercial development (retail/service): a maximum F.A.R. 2.
- For single-use residential development: a maximum F.A.R. 3.

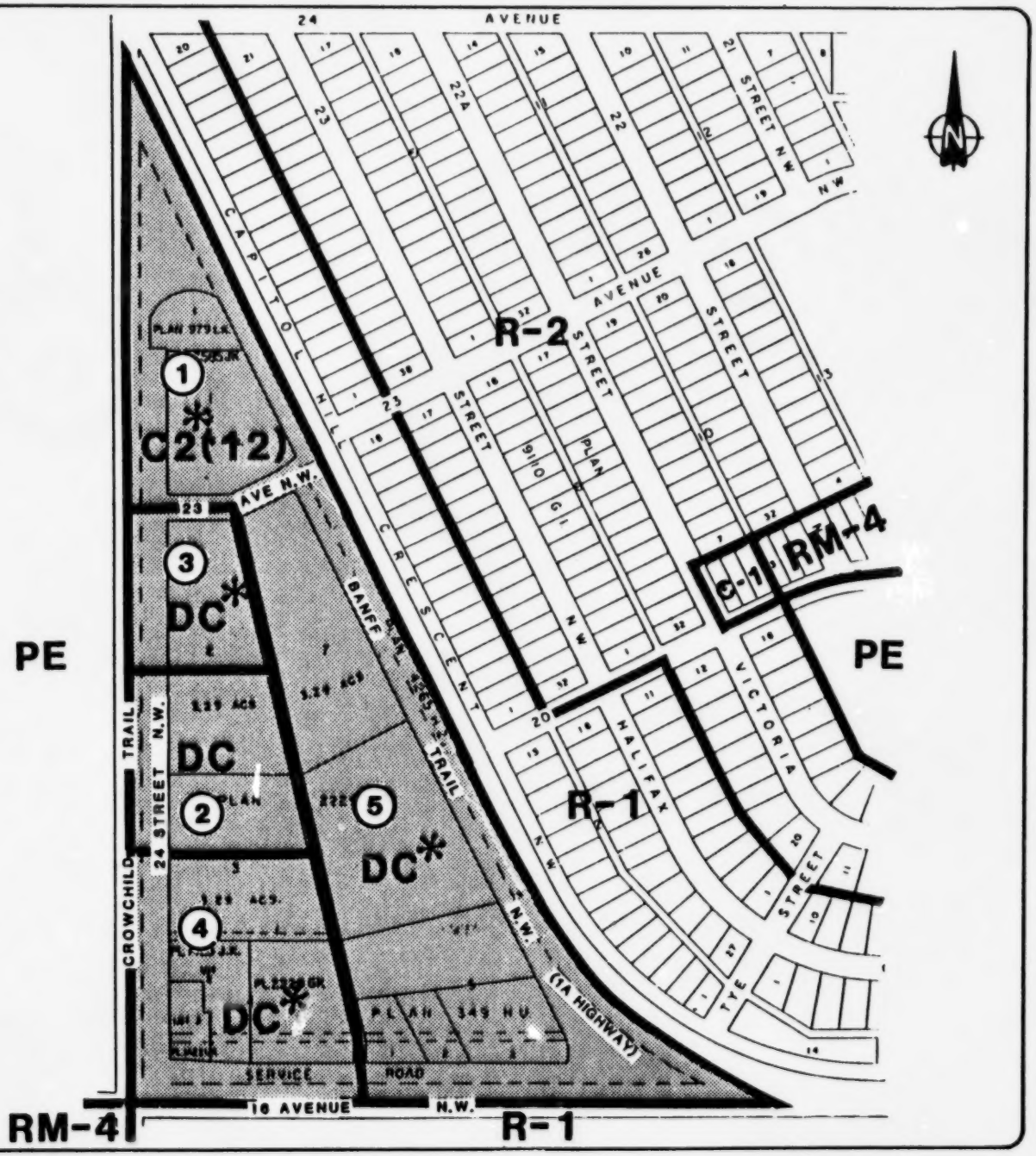


Figure 9

TITLE REFERENCE MAP FOR NUMBERED SITES IN MOTEL VILLAGE

LEGEND

- C2 GENERAL COMMERCIAL
- DC DIRECT CONTROL
- (1) SITE LOCATIONS
- * REDESIGNATION PROCESS REQUIRED
- MOTEL VILLAGE

DATE January 1986

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 200' 400'
0 61m 122m

c) Height

In order to respect the privacy and sunlight access of the abutting low density residential neighbourhood, and also to ensure a compatible transition between Motel Village and Banff Trail, the following height guidelines should be used:

- For land parcels (Sites 3 and 4, Figure 9, Page 31) facing Crowchild Trail, the maximum building height allowed should be in the order of 30 metres (100 feet).

- For land parcels (Site 5, Figure 9, Page 31) facing the community and fronting onto Banff Trail N.W. (1A Highway), the maximum building height allowed should be in the order of 23 metres (75 feet). As well, the building height of the wall face fronting onto Banff Trail N.W. should not exceed a maximum of 4 storeys (12 metres) at the 6 metre setback line (see Figure 10, Page 33). This would provide a better transition between the uses in Motel Village and the low density residential use in Banff Trail.

d) Front Yard

A minimum depth of 6 metres (20 feet) should be provided.

e) Building Form and Orientation

Building form and siting should minimize the "wall effect", and provide visual relief and penetration of views and sunlight for the low density community of Banff Trail located east of the proposed developments.

f) Design Features

Design features which will enhance the unique character and identity of the Motel Village area should be emphasized. This may include sensitive treatment of the setback areas, modulation of building mass and provision of open plazas and other pedestrian related amenities.

g) Landscaping

- All minimum required front yards or setback areas should be landscaped except for accessways from public thoroughfares.

- Terraced landscaping (external to the building), which would improve the visual quality and views from the adjacent L.R.T. tracks and the community, should be encouraged.

h) Parking

- To reduce potential overspill on-street parking, the parking requirements of the Land Use By-law 2P80 should be respected.

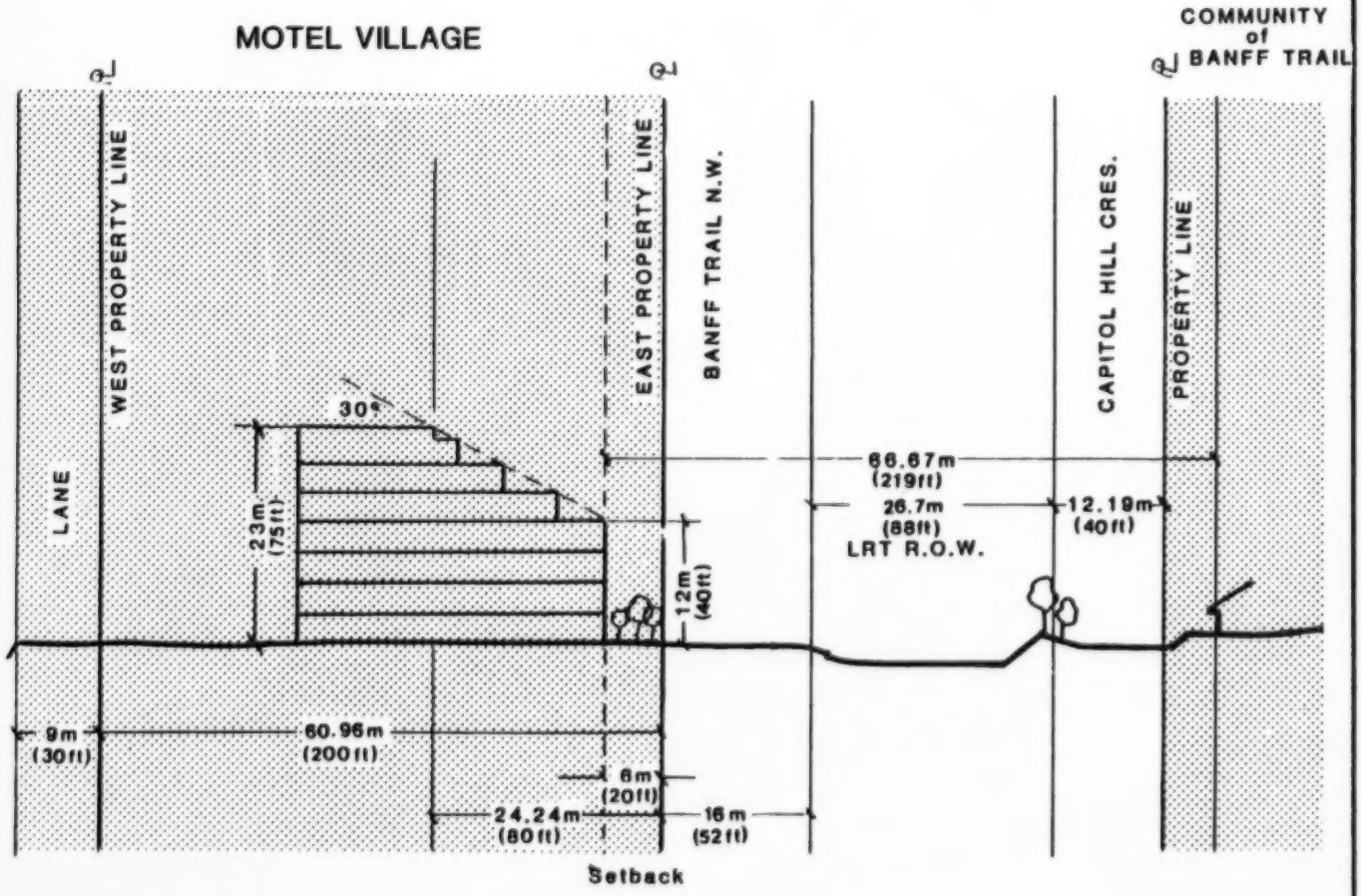


Figure 10

TITLE

BUILDING INTERFACE TREATMENT FRONTING ONTO BANFF TRAIL N.W.

DATE

January 1986

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 10m 20m

- To reduce negative visual impacts, all surface parking areas should be screened. Underground parking should be encouraged, wherever possible.

- To reduce overspill parking in Banff Trail, shared use of parking by patrons of McMahon Stadium to a percentage of the available parking in new developments during non-office hours, should be encouraged, where possible.

i) Pedestrian Connection

Developments should be encouraged to connect to the Banff Trail Station through provisions of sidewalks, covered walkways, arcades, etc.

j) Signage and Lighting

- Lighting standards for signs bordering Banff Trail N.W. and facing the community of Banff Trail should be more subdued.

- Billboards fronting onto Banff Trail N.W. should not be allowed.

3.4.2 In implementing the land use policies related to the Motel Village area, the following actions are required. (Refer to Figure 9, Page 31, for site locations).

SITE	EXISTING L.U. DESIGNATION	PROPOSED LAND USE DESIGNATION/ ACTION REQUIRED
1	C-6	Land parcels in this area to be redesignated from C-6 to C-2(12) reflecting the existing uses.
2	"DC"	The "DC" designation accommodating the development of a twin-tower office complex to be retained.
3 & 4	C-6	Land parcels in these sites to be redesignated from C-6 to "DC" with C-3(30) guidelines and guidelines as stated in Section 3.4.1.
5	C-6	Land parcels in the area to be redesignated from C-6 to "DC" with C-3(23) guidelines as stated in Section 3.4.1.

4. Circulation Systems

4.1 Objectives

a) To define the function and hierarchy of roads in the Banff Trail/Motel Village area.

b) To provide for an efficient and safe circulation system.

c) To improve the pedestrian/vehicular movement within the community and to the adjacent major public facilities.

d) To discourage the use of local residential and collector roadways by non-local (shortcutting) auto and truck traffic.

e) To ensure that the local residential and collector streets are not negatively impacted by spillover parking associated with the LRT station, Motel Village and McMahon Statium/ Foothills Athletic Park.

f) To identify and recommend ameliorative and preventive traffic measures to overcome problems generated by adjacent public and private facilities.

g) To protect the community from potential adverse impacts related to upgrading of major transportation facilities in the area.

h) To ensure that new developments in Motel Village will reflect the transportation constraints.

4.2 Context

The Motel Village/Banff Trail area is served by a hierarchy of roads and transit facilities. Being within 5 kilometres (3 miles) of Downtown, the area has good vehicular access to Downtown via Crowchild Trail, 16 Avenue, Centre Street and Memorial Drive N.W. In addition, the Northwest Light Rail Transit further improves the area's accessibility.

Key transportation issues affecting the area include:

- The traffic and overspill parking problems resulting from the adjacent facilities (i.e. the Stadium and the University) have caused much inconvenience and annoyance to the local residents. A revised Residential Parking Zone to restrict non-resident, on-street parking has been implemented in Banff Trail. However, due to irregular by-law enforcement, the effectiveness of such a measure is greatly reduced. As well, some residents find it inconvenient if they cannot obtain parking permits for their visitors.

- Residents have expressed concern with regard to potential traffic congestion and excessive on-street parking due to the community's proximity to two L.R.T. stations along the alignment. In addition, the residents are also apprehensive about other potential negative L.R.T. impacts such as possible vibration, noise, visual intrusion and loss of privacy.

- o The limited transportation capacity of the abutting road network presents certain constraints to future redevelopment in Motel Village. Potential over-development in this area would cause overloading and congestion problems on the surrounding road system.

- o The uncertainty of the City's future proposal regarding widening and upgrading of 16 Avenue N.W. is of particular concern to the residents and property owners abutting the roadway.

The Northwest LRT line, currently under construction, is scheduled for completion by the end of 1987.

In the spring of 1985, City Council authorized the establishment of Community Liaison Groups from the impacted communities to ensure that the adjacent residents can provide the City with on-going design input related to integration of the line with the adjacent community.

A special budget was also approved by City Council to fund the Liaison Groups' activities and recommendations on matters relating to minimizing adverse LRT impacts. This process will continue until six months after the commencement of revenue service of the N.W. LRT project.

4.3 Policy

The intent of the recommended policies is to accommodate city-wide needs in terms of access to employment areas and general crosstown mobility and, at the same time, to protect the quiet residential quality of Banff Trail.

4.3.1 Road classification and vehicular circulation system.

The roadway system within and adjacent to the area shall retain the road designations as indicated in the City of Calgary Transportation System By-law, By-law 3M82, amended by By-law 64M84 (Figure 11, Page 37). In addition, the collector and local road classifications which are not covered by By-law 64M84 would also remain as shown in Figure 11.

The streets within the study area are designated as follows:

Freeways/Expressways:

- Crowchild Trail
- 16 Avenue N.W. west of 19 Street N.W.

  (This will be reviewed again as part of 16 Avenue Functional Study currently underway).

Major Streets:

- 16 Avenue N.W. east of 19 Street N.W.
- 24 Avenue N.W. west of Crowchild Trail N.W.
- University Drive N.W.

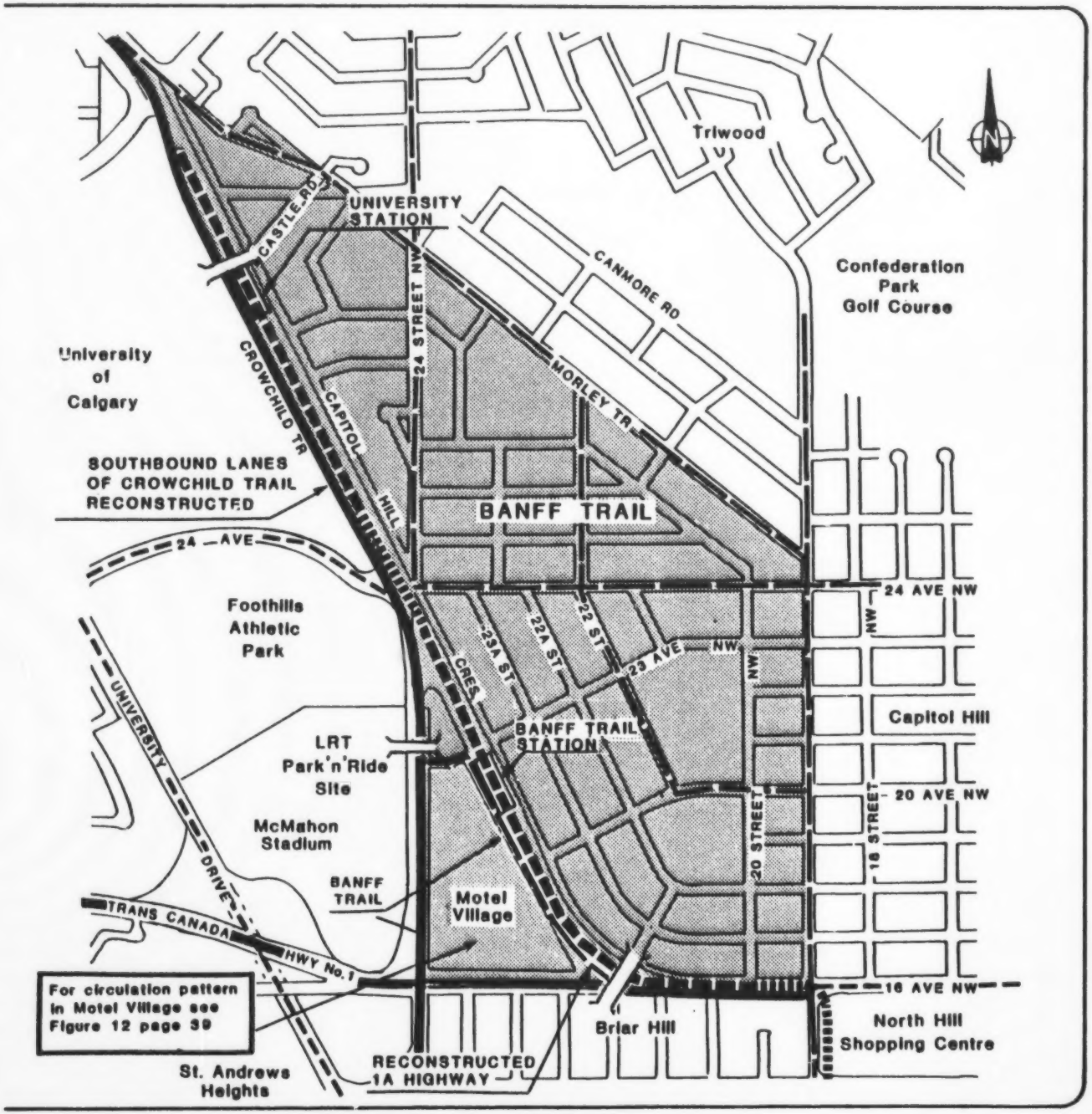


Figure 11

TITLE
TRANSPORTATION NETWORK

LEGEND

- FREEWAYS/ EXPRESSWAYS
- MAJOR STREETS
- COLLECTOR STREETS
- LRT ALIGNMENT
- LRT UNDERGROUND
- PEDESTRIAN OVERPASS
- AREA SUBJECT TO CALGARY TRAFFIC BYLAW 40M80 (amended by Bylaw 32M84) -RESIDENTIAL PARKING ZONE "E"

Note:

a) Roadway Standards are shown in Bylaw 3M82 Amended by Bylaw 64M84

b) Stations have not been officially named as yet

DATE
January 1986

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 500' 1000'
0 152m 304m

Collector Streets:

- 19 Street N.W.
- 20 Avenue east of 22 Street N.W.
- 24 Avenue east of Crowchild Trail N.W. to 14 Street N.W.
- Morley Trail N.W.
- 24 Avenue and 22 Street N.W.
- Banff Trail and 23 Avenue between 16 Avenue and Crowchild Trail N.W. in Motel Village.

Local Residential Streets:

- all other community streets

Freeways/expressways and major roads expedite the movement of high volumes of traffic between various areas of the City. Collector streets distribute traffic between major and local roads and also function as bus routes. Local residential streets provide access to abutting properties and may also be considered for closure in order to create usable open space or control particular traffic problems in the community.

4.3.2 LRT Alignment and Stations

The City of Calgary Transportation By-law also incorporates the Banff Trail (Highway 1A) alignment for the Northwest LRT system in the Motel Village/Banff Trail community area.

LRT Alignment

From a tunnel under the intersection of 16 Avenue and 19 Street N.W., the LRT line emerges on the north side of 16 Avenue and follows the old Banff Trail (1A Highway) right-of-way between Motel Village and Capitol Hill Crescent. The line then continues north, entering a tunnel south of 24 Avenue and emerging in the median of Crowchild Trail. The line ends just south of 32 Avenue North at this stage. The line will ultimately be extended along Crowchild Trail in future stages.

LRT Stations

The Banff Trail Station, located south of 23 Avenue in Motel Village, consists of two side-loading platforms with pedestrian/cyclist access from Motel Village and Banff Trail via a paved pathway.

The University Station, located in the widened median of Crowchild Trail, consists of a centre-loading platform with access from the University and Capitol Hill Crescent via a pedestrian overpass.

The park'n'ride facility, consisting of approximately 400 parking stalls, is located in the McMahon Stadium area, west of Crowchild Trail. Pedestrian

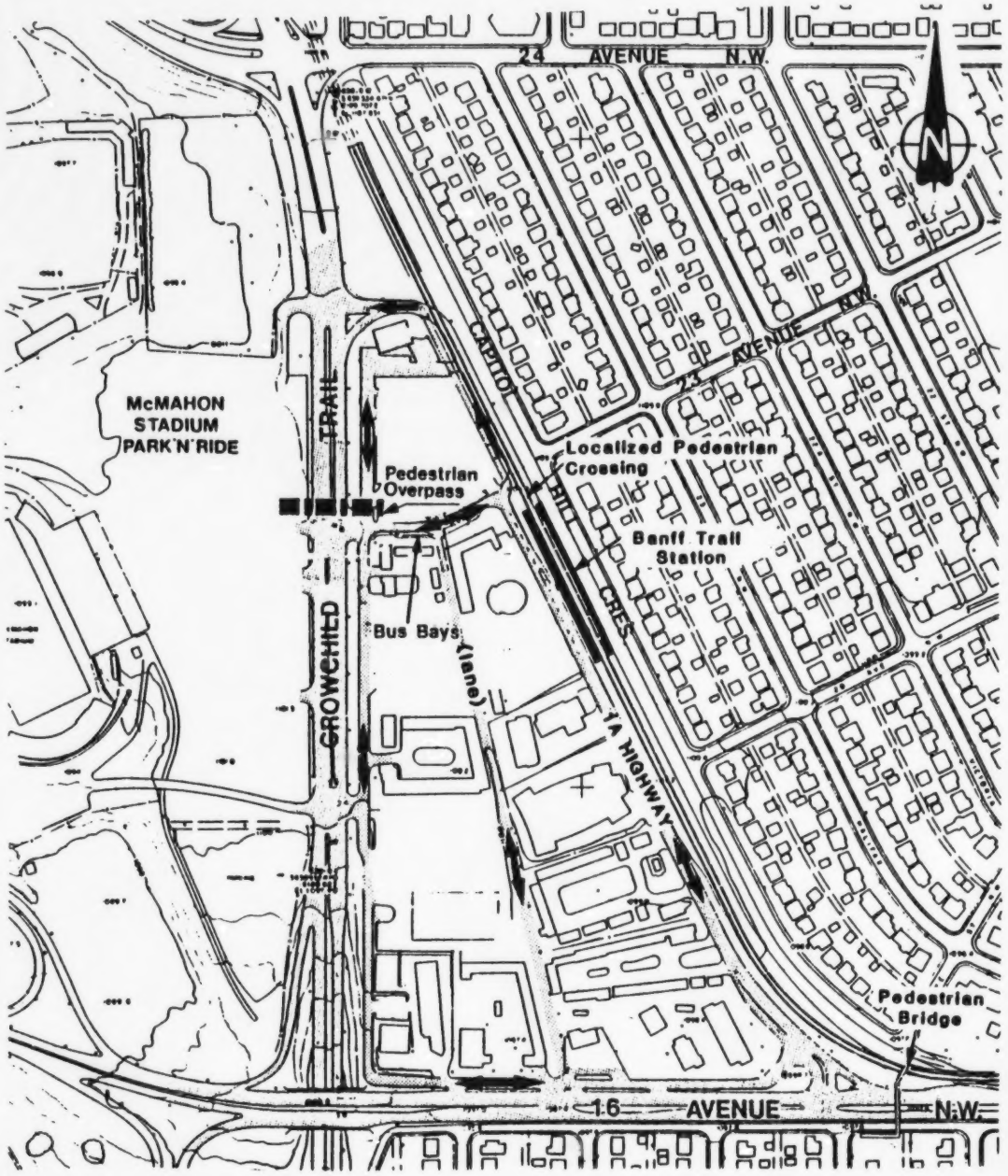


Figure 12

TITLE
MOTEL VILLAGE CIRCULATION PATTERN

LEGEND

- ONE WAY TRAFFIC
- TWO-WAY TRAFFIC

DATE
January 1986

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 328' 656'
0 100m 200m

access to the park'n'ride and other transit related facilities will be via an elevated pedestrian walkway over Crowchild Trail.

4.3.3 Road/Access Improvements

In order to provide a satisfactory level of mobility to the general public and to adequately accommodate a total of 111,480 - 157,930 square metres (1.2-1.7 million square feet) of office development in Motel Village with no overloading problems on the surrounding road network, the following major improvements have been identified for implementation in conjunction with the overall city needs:

- o Crowchild Trail N.W. upgrading in the vicinity of Motel Village - six lane divided with collector distributor system as approved by City Council on February 22, 1979 (CALTS Series 53).
- o Interchange at 24 Avenue and Crowchild Trail N.W. (CALTS Series 53).
- o Interchange at 16 Avenue and Crowchild Trail N.W. (CALTS Series 53). Dual left turn lanes are required for both westbound to southbound and southbound to eastbound traffic, if maximum office space of 157,930 sq.m. (1.7 million sq.ft.) is to be achieved.
- o Construction of N.W. L.R.T. to the University of Calgary.
- o 16 Avenue N.W. to be widened to a six lane divided roadway with channelization at a signalized intersection of Banff Trail and 16 Avenue N.W. Existing signalized intersection to be removed at Motel Village/16 Avenue N.W. (no Council approval status). Dual left turn lanes are required for both eastbound to northbound and southbound to eastbound traffic, if maximum office space of 157,930 sq.m. is to be achieved.

Staging of these improvements will be identified within the context of the on-going Transportation Improvement Priority Study review. As well, requirements for road/access improvements will be reviewed and coordinated as redevelopment occurs in Motel Village and the abutting areas.

Should the above-noted improvements not be provided, the area could accommodate approximately 55,740 square meters (600,000 sq.ft.) of office space without seriously compromising the adjacent road network. Additional density in the area

would result in a lower level of service for the transportation system with service deficiencies at a number of critical intersections on 16 Avenue and Crowchild Trail North.

With regard to road conditions within the community, a comprehensive study of the conditions of roadways, sidewalks, curbs and gutter, conducted by the Engineering Department should be undertaken within one year after the adoption of the A.R.P. By-law.

4.3.4 Vehicular Traffic and LRT Related Traffic Issues

In order to minimize potential intrusive traffic and control problems created by long-term overspill parking in the residential streets adjacent to the LRT stations, the Transportation Department will work closely with the Banff Trail Community Association on local traffic problems and examine the feasibility of:

- Implementing appropriate preventative measures to reduce shortcutting and through-traffic, using measures such as selective road closures, installation of traffic control devices (divertors, traffic signs or signals) and other techniques.
- Implementing appropriate programs to discourage non-local traffic using local roads for parking (park'n'ride) or access (kiss'n'ride) to the LRT stations when the line becomes operational (e.g. installation of restricted parking signs in appropriate locations). Solutions should be investigated prior to LRT start-up, where appropriate.
- Examining traffic movements at major intersections in order to reduce potential traffic hazards. In particular, traffic movement at the intersections of 24 Street and 24 Avenue N.W. should be investigated and addressed. Early closure of 24 Street at 24 Avenue N.W. prior to the construction of the interchange at 24 Avenue and Crowchild Trail should be reviewed.
- Improving the effectiveness of Traffic By-law enforcement.
- Providing local residents with visitor parking permits in Residential Parking Zone, where appropriate.

4.3.5 Bus Service

The area is adequately served by a system of bus routes. Calgary Transit will revise the majority of the bus routes in the northwest section of the City with the implementation of the Northwest LRT system. Prior to finalization of the bus route network, meetings will be conducted with the affected communities to gain public input.

Current plans indicate that the bus services will focus on the University and Banff Trail Stations. Taking into consideration the volume of buses expected to be serving the Banff Trail Station, a traffic signal is planned to be installed at the intersection of Crowchild Trail and 23 Avenue N.W. to allow southbound feeder buses to safely turn around and access northbound Crowchild Trail via Highway 1A. A bus bay will be constructed on the south side of 23 Avenue to serve the Banff Trail Station. It is noted that extension of the approved Northwest LRT line to Brentwood (Crowchild Trail and 31 Street N.W.) will eliminate the feeder bus service at the Banff Trail Station.

4.3.6 Pedestrian Circulation

The pedestrian circulation system is important to the optimal functioning of the LRT stations and in linking up the stations with the developments in Motel Village, the University, the recreational facilities in the Stadium area and the communities of Banff Trail and Briar Hill. The major pedestrian circulation linkages, identified below, are retained:

- Connection from McMahon Park'n'Ride site to the Banff Trail Station across Crowchild Trail N.W. A pedestrian overpass over the Crowchild Trail will be provided in conjunction with the LRT construction.

- Connection from the University to Capitol Hill Crescent N.W. across Crowchild Trail. The existing pedestrian overpass will be reconstructed and relocated to approximately the intersection of Castle Road and Capitol Hill Crescent N.W. in conjunction with the LRT construction.

- Connection from the community of Banff Trail (Capitol Hill Crescent) to the Banff Trail Station. A

localized at-grade pedestrian crossing will be provided in conjunction with the LRT construction.

- Connection from Briar Hill to the Banff Trail Station. The existing pedestrian overpass across 16 Avenue N. will be retained.

- A sidewalk will be constructed adjacent to the LRT tracks in Motel Village.

Provision of the above major pedestrian connections across Crowchild Trail and access to the stations will be provided by the City on public right-of-ways.

Provision of other pedestrian connections would occur through the process of public and private sector negotiations at the time of application and approval of a land use amendment or development permit.

A paved pathway/bikeway will be considered along Capitol Hill Crescent from 16 Avenue to 32 Avenue N.W. with direct connections to all overpasses and intersections.

4.3.7 Planning Process for Major Roadway Improvements

The following processes should be undertaken for all future major roadworks in the Motel Village/Banff Trail area:

- Consultation with the affected communities and property owners prior to the formulation of any recommended alternatives.

- A study to verify the need for improvement, i.e. Functional Study.

- An environmental impact study and a commitment to reduce traffic noise and intrusion in adjacent communities.

- Presentation of a functional study to City Council at the earliest possible date in order to minimize potential instability and uncertainty in affected communities.

5. Financing Improvements

The Plan has recommended improvements/programs for purposes of improving the physical environment, quality of life and accessibility for the community. The cost of these recommended improvements may be borne in the following ways:

i) The City's annual budgetary process is the key means by which priorities are determined for the various capital improvements which will be constructed during the fiscal year.

   The expenditures for programs such as conducting traffic management studies, assisting communities in needs and preference studies etc. will be incorporated in the annual Operating Budget of the responsible civic departments, while programs related to the construction of pedestrian facilities, road and access improvements and park development are generally included in the annual Capital Budget of the responsible civic departments. As the exact timing and nature of the recommended improvements have not been identified at this time, it is recommended that the responsible civic departments coordinate and incorporate the identified municipal improvements into the annual budget review as warranted.

ii) The costs of sidewalk and lane improvements are generally borne by the adjacent owners through Local Improvement By-law changes.

iii) Feasibility of using other government sponsored programs for capital improvements or maintenance should be explored. These programs are targeted to encourage community groups or individuals to build, maintain and operate community facilities that might previously have been a municipal responsibility. Such programs may include the Provincial Government's Community Recreation/Cultural Grant and the City's Adopt-a-Park program.

iv) The Federal Government's Residential Rehabilitation Assistance Program (R.R.A.P.) offers a combination of grant-loan for home owners to upgrade their properties in designated R.R.A.P. areas in the City. This program has been very effective in restoring and extending the life of many homes in the inner city neighbourhoods as well as contributing to the stability and health of the designated communities. The Banff Trail community, characterized by homes built in the 1950's and having a high percentage of senior citizens on limited incomes, could benefit substantially from this program. It is recommended that Banff Trail be recommended for the R.R.A.P. designation when funding becomes available.

6. Implementation

6.1 Plan Monitoring and Review

The establishment of a monitoring and review process in the overall A.R.P. planning and implementation processes is desirable (Figure 13, Page 46). The rationale for this process is to record and appraise the effectiveness, viability and relevance of the recommended policies and proposals. This process will allow the plan to remain relatively up-to-date and will ensure problems to be dealt with before they assume unmanageable proportions. It is important, therefore, than an evaluation be undertaken within five years of the adoption of the ARP By-law.

6.2 Impact Monitoring and Action Programs

The establishment of a light rail transit system has great potential in restructuring the urban fabric and activities of communities through which it passes. An ongoing study to document and evaluate the potential socio-economic and environmental changes resulting from the introduction of the NW LRT will be conducted in the Banff Trail/Motel Village area in conjunction with the "Northwest LRT Impact Monitoring Study". This study was authorized by City Council in November 1985. The findings will be used by decision-makers and communities to measure progress against objectives, establish future policy directions and undertake the necessary course of actions to ameliorate any negative impacts to the community resulting from the construction and operation of the L.R.T. line.

Items requiring special analysis in the study area should include: community stability; redevelopment pressure; land use changes and development trends; shortcutting traffic and spillover parking; and various environmental effects associated with the L.R.T. such as noise, vibration and visual intrusion.

6.3 Public Involvement

Throughout the preparation of the Area Redevelopment Plan, numerous discussions, meetings and open houses have been conducted with the local residents, property owners and the business community in the area. The Planning & Building Department, in cooperation with the Banff Trail Community Association and Motel Village Association, established a Community Planning Advisory Committee (C.P.A.C.). This Committee was made up of a cross-section of people representing various community and business interest groups and served in an advisory capacity throughout the plan formulation period. This process has proven beneficial in promoting understanding, exchange of information and ideas. It is recommended that on-going contact with the Banff Trail Community Association and the Motel Village Association be continued in the tasks of implementing, monitoring and reviewing this Area Redevelopment Plan By-law (Figure 13, Page 46). Community input and support, displayed during the implementation phase of the Plan, will be an important vehicle towards the resolution of issues identified during the planning process.

FIGURE 13
PLANNING AND IMPLEMENTATION PROCESSES